श्री रामचन्द्र भारद्वाज : मान्यवर, मैं माननीय मंत्री जी से यह जानना चाहता हूं कि क्या दिसम्बर' 83 में भी इसी सबंध में इसी प्रकार का कोई साक्षात्कार उन पदों के लिए हुआ था और यदि हुआ था तो क्या कोई पैनल तैयार हुआ था और यदि पैनल तैयार हुआ था तो उस पैनल का क्या हुआ ?

श्री पी0 बी0 नरसिंह राव: पैनल तैयार हुआ था और अब यह कहा जाता है कि पैनल में जितने लोग थे उनकी संख्या बहुत ज्यादा थी और जितनी वैकेंसीज खाली थी वह कम थी । इसलिए उस पैनल में जो बाकी थे उनके नाम बाद में काट दिए गये । इस बारे में अभी हाई कोर्ट में मुकदमा चल रहा है और जब हाई कोर्ट का फैसला आयेगा तो फिर उससे पता चलेगा कि किसकी क्या गलती थी और क्या हुआ था । मैं समझता हूं कि अभी इसके ऊपर कुछ कहना या कुछ पूछना उचित नहीं होगा क्योंकि यह मामला सब-जूडिस है ।

Indian Airlines services in Hie Southern Sector

*51. SHRI R. SAMBASrVA RAO: Will the Minister of TRANSPORT be pleased ,to state what steps the Indian Airlines propose to take to meet the increasing traffic in the southern sector during the current financial year?

. THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRT JAGDISH TYTLER): A statement is laid on the Table of the Sabha.

Statement

Commensurate with the traffic demand, Indian Airlines has already introduced the following additional capacity in the Southern Region in its Summer Schedule and Winter Schedule effective 1st June, 1985 and 1st November, 1985 respectively: —

Summer Schedule:—

(i) A daily B-737 service on the Delhi-Hyderabad-Madras-Delhi Sectors in addition to the existing one Airbus and one Boeing service daily.

(ii) The Frequency of B-737 service «n Delhi-Goa-Cochin-Trivandrum .Sectors was increased from 4 days a week to daily.

(iii) The frequency of HS 748 service between Bangalore and Madurai was increased from four days a week to daily,

(iv) A new thrice a week B 737 service on the Madras-Bangalore-Ah-medabad-Bangalore-Madras sectors.

(v) A new thrice a week HS 748 service on Bombay-Pune-Hyderabad-Pune-Bombay sectors

Winter Schedule

(i) Number of B 737 flights on Madras-Bangalore-Madras sectors has been increased from 23 to 27 per week.

(ii) The frequency of Madras-Port Blair-Madras fight has been increased from twice a week to (hrice a week.

(iii) A new HS 748 service has been introduced on thrice a week basis on Bangalore-Trivandrum-Banglore sectors.

(iv) The Delhi-Hyderabad -Bangalore Airbus service has been converted into a daily non-stop service on Delhi-Bangalore-Delhi secto;

(v) Two Airbus flights have been provided daily on Delhi-Hyderabad-Madras-Hyderabad-Delhi sectors instead of one Airbus and one Boeing 737 servie on Delhi-Hyderabad-Madras Hyderabad -Delhi sectors and one B 737 service on Delhi-Madras-Delhi sec-

Tntroduclion of new services and provision .of additional capacity on the existing routes in the Southern region, will depend on availability of fresh capacity with Indian Airlines and the load factors obtaining on the existing services

SHRI R. SAMBASIVA RAO: I would like to know from the hon. Minister whether they are going to introduce Boeing service between Hyderabad-Vijaya-wada-Tirupali sector and also the southern portion, and whether they can extend the service to Bangalore also-Vijayawada-Hyderabad-Triupati-Madras and Bangalore, we are having good traffic for Vizag | also The Vijaywada sector is not con-

nected to Vizag. Earlier it was connected, and it was discontinued.

MR. CHAIRMAN; Are you putting aU your supplementaries together? *(Interruptions)* .

SHRI JAGDISH TYTLER: Out of 64 domestic stations operated, 14 stations are in the south, and for whichever stations the hon. Member has mentioned, flights, are already going to most of the stations. As for Madras, on; which probably he has mentioned, till October, 1985 we had a direct flight, but studdenly we found that the traffic is more than the capacity we were giving. So we introduced two more air buses with a capacity 271 from 126. Direct flight from Delhi to Madras we have discontinued.

MR. CHAIRMAN: You wait. They Will put the question. *(Interruptions)*

SHRI R. SAMBASIVA RAO; I am trying to find out about Vijaywada airport. I am not talking about Hyderabad-Madras directly. I am asking about the number of flights connecting Hydera-bad-Vijayawada-Triupati sector. We heve got good traffic for Vijayawada and Triupati.

We are not getting sufficient aircraft and we are not getting sufficient seats also.

SHRI JAGDISH TYTLER: We will get it examined, Sir

SHRI R. SAMBASIVA RAO: In Gun-tur, we have got a good provision and a good facility. Why can't the hon. Minister introduce a Vayudut service between Hyderabad and Guntur connecting Bangalore and Triupathi?

SHRI JAGDISH TYTLER; V, getting more aircraft and we will examine it.

SHRI R. MOHANARANGAM: Sir, the question is so clear. The question is: "What steps the Indian Airlines propose to take to meet the increasing traffic in the southern sector". The answer given by him is: "A daily B-737 service on the Delhi-Hyderabad-Madras-Delhi Sectors in addition to the existing one Airbus and one Boeing service daily". Sir, we have one Airbus and two Boeing services. His reply is "in addition to the existing one Airbus and one Boeing", whereas we have two Boeings and one Airbus. I would like to ask a very spe^ cific and direct quesstet. As I said earlier on the floor of Parliament Madras is the gateway of South India. If we see the Civil Aviation map of our country, we will find that the longest route i'? Madras to Delhi. We are having a direct service for the past so many years. Instead of preserving that longest route from Madras to Delhi, why is the Government coming forward, that too very often, to reduce it to two, one from Madras to Hyderabad and than Hyderabad to Delhi. What is the reason for completely stopping this direct route and in place of that just giving us Madras to Hyderabad and Hyderabad to Delhi service whereby we are expected to waste one more hour. *(Interruptions)*

SHRI BANSI LAL: Previously there was one Airbus via Hyderabad and one 737 direct flight to Madras. There were a few more passengers available. Those few more passengers did not justify a direct flight of an Airbus to Madras. The justification is via Hyderabad. If there are more passengers, we will consider his suggestion.

SHRI R. MOHANARANGAM: The question is quite different. Since we have completely stopped a direct route, the number of passengers is reducing.

MR. CHAIRMAN: Why are you putting the same question?

SHRI M. S. RAMACHANDRAN: Instead of trying for passenger convenience j and the improvement of passenger service, the Department seems to be more interested in their labour roster and overtime, etc. They don'f seem to be bothered about the passengers' convenience at all. Madras is on of the metropolitan cities. Out of the four metropolitan cities, Madras is the only city which is not having a direct flight to Delhi. Whenever they think of doing anything, they just

think of cancelling the direct flight between Madras and Delhi and introducing some flight either through Nagpur or through Hyderabad. Some two years back, they changed the direct flight between Delhi and Madras to Delhi-Nagpur-Madras. There was a representation in this very House and on that they revised and made it again as a direct flight. Apart from this, formerly we were having two connections from Madras, the morning Airbus and the evening Boeing. We had a suitable timing for connections to Madurai and Cochin. Now, because of the change in the evening flight via Hyderabad, that connection has also gone. There is absolutely no direct 'ink between Madurai and Cochin. I would request the hon. Minister to see that the direct flight *h* restored and also the timing between Madras, Maduria and Cochin is revised.

SHRI BANSI LAL: If it is justified, We will do it.

SHRI PARVATHANENI UPENDRA: Our problem is slightly different, Everybody overflies Andhra Pradesh. We want them to stop at Hyderabad and take a cup of coffee with us. Previously, we had three flights to Hyderabad, one in the morning, one in the afternoon and one in the evening. Now, they have reduced it to two. We miss Mrs. Margaret Alva very much because the Bangalore flight does not stop at Hyderabad. We only see Mr. Mohanarangam on both the flights. I would like the hon. Minister to consider a stoppage at Hyderabad for the Bangalore flight also. The second point is that the Minister has recently inaugurated Vayudoot service between Hyderabad and Warrangal. The traffic on this route will naturally be less because by road the distance can be covered in one and a half hours time. I wrote to him to extend it to Ramagundam on a few days and to Kothagundum on other days. Will he kindly consider it? (//!-*terruptions)* *

MR. CHAIRMAN: We will have only one discussion on this subject. Yes, Mr. Gopalsamy.

SHRI V. GOPALSAMY: Mr. Chairman, Sir, Tamil Nadu, which comes under the southern sector, means the neglected sector, as far as civil aviation is concerned. Sir, there has been a iong-pending demand to air-link Tuticorin with the rest of India, to put Tuticorin on the air map of India. In the year 1980, the then Civil Aviation Minister made a categorical assurance on the floor of this House that before the end of 1981 the runway will be constructed and the airport will be ready within three years. Five years have passed since then. I would like to know from the hon. Minister why this stepmotherly attitude as far as Tamil Nadu is concerned. There is a lot of traffic potential in Tuticorin. The same problem lies .with Salem also. If the hon. Minister pays a visit to Tuticorin, he will be convinced that a lot of industries are flourishing there. The salt industry is there, the fertiliser industry is there and there will be enormous traffic potential. So, this is a long-pending demand which should be met. There is a proverb which means that you should not forget the people who have fed your food with salt, in Tamil. Throughout the year these people are providing you with salt but Tuticorin has not been air-linked so far Their demand has not at all been considered by the Government. The previous Minister gave an assurance that it would be done soon but it has been flouted. I would like to know from the hon. .Minister whether the Government will take immediate steps to put Tuticorin on the air map of India and also Salem?

-SHRI JAGDISH TYTLER We will examine it.

SHRI V. GOPALSAMY: And also Salem.

SHRI JAGDISH TYTLER: I had been to Salem. I have already ordered it if the possibility for Salem is there.

SHRI V. GOPALSAMY: And Tuti corin. 4.

SHRI JAGDISH TYTLER: I said, we will examine it.

SHRI V. GOPALSAMY: It has been going on for 20 years.

MR. CHAIRMAN: It is an assurance.

PROF. C. LAKSHMANNA: Sir, Hyde rabad was previously connected with Aurangabad and as a result the tourists who come to see Ajanta and Ellora were able to see Charminar. But now the position is that the tourists who come to see Ajanta and Ellora are not able to sec Charminar or these who come to see Charminar ihey find it difficult to go to Ajanta and Ellora. Therefore, will the Minister kindly consider the possibility of restoring the earlier connection between, Hyderabad and Aurangabad? And, simi larly, Hyderabad is mot connected with important places like Khajuraho. Will he think of having a flight like Hyderabad-Khajuraho-Delhi? Thirdly, Sir, I think some of the Ministers are more in terested than me in Puttapurthi, which was announced as one of the places for having Vayudoot 'services in view of the great importance being attached to the Baba. Therefore, will the Minister kind ly consider also the Vayudoot connection between Hyderabad and Puttapurthi and Bangalore? 1

SHRI JAGDISH TYTLER: If there is enough traffic, we will surely consider it.

SHRI DEBA PRASAD RAY: Sir. 1 aid like to know from the hon. Minister if the Government has any proposition before it to extend the service of Vayudoot to Jalpaiguri, the divisional headquarters of North Bengal. *{Interruptions).* When southern people can reveal their problem, why cannot I?

MR. CHAIRMAN: You better put a separate question. Ye-, Mr. Dhabe.

SHRI S. W. DHABE: Mr. Chairman, Sir, we are on the border of south as well as on the border of north. Therefore, we are neglected by the south, be-in LI on the border of north, and are also being neglected by the north, being on the border of south. Nagpur is our city which has been totally neglected in the matter cl air-service by the Minister. It was having a service from Bombay and Calcutta with halt at Nagpur. Similarly, from Madras to Delhi also there was a halt at Nagpur. But because of the strong pressure of the opposition Government, Nagpur is totally neglected and on three days we have got Avro service. We are cut off from Madras and we are cut olf from Auia.ig?bad and two hours and fifty minutes a« iequired to go to Nagpur, which is the second capital *of* Maharashtra Stale. May I konw from the Minister whether there is a proposal that there will be night air mail service connecting Nagpur »i*h all the Metropolitan cities? Has the Communication Ministry sent a proposal to the Transport Ministry? May I know from the hon. Minister whether he will consider the claim of Nagpur for a regular Boeing servii

SHRI JAGDISH TYTLER: At present there is no proposal.

SHRI V. NARAYANASAMY: In Pondicherry there are two Central organisations, Auroviile and Sri Aurobindo Ashram. There are about 20,000 French citizens living ihere. Traffic potential is more in I'ondicherry. May I request the hon. Minister to consider starting of the Vayudoot service to Pondicherry?

SHRI JAGDISH TYTLER: We will consider it.

MR. CHAIRMAN: These are all assurances, you will remember.

SHRIMATI RODA MISTRY: We i wish to thank the hon. Minister for Civil Aviation for raising the status of Andhra Pradesh from a step-child to a natural child by announcing that they are starting Air India service by making Hyderabad Airport an international airport. What T wish to ask him is, have they made a study on the fact that 'his will increase traffic? Sir, everytime, extra flights are en, and they are disconnected without any_ prior intimation. Even we as Members of Parliament do not get seats to , go to Andhra and we have to fight in !• the Airlines office to get the booking even if it is 3-4 days earlier. After introduction of computers, the position is even worse. So, while thanking the Minister, I would like to know if his department

has made any study of the increase in traffic. That has been made an international airport; this was a long-standing demand which has been accepted by the Civil Aviation Department. We believe they are connecting Hyderabad with international trufiic from December. Would the Minister enlighten us as to whether increase in traffic will be taken care of.

SHRI JAGDISH TYTLER: When we start a flight, increase in traffic is token into account and we do take care. I would like to inform the hon. Member that on 19th of December, we are starting international flight to Hyderabad and I would invite you to give us passengers.

SHRI M. KADHARSHA: Instead of increasing the service, the Indian Airlines are reducing it. Service to Coimbatore on all Sundays has been stopped. I would like to know the reason from the hon. Minister for stopping the service on Sundays -and I would like to know whether this service will be started on all days.

SHRI JAGDISH TYTLER: We wert flying Avros to Peelamedu airport but because this Peelamedu airport could not take the jets, we had to request the Air Force people to let us have their runway and they allowed us. That is why we are having this service on six days a week be'cause on Sundays, the Air Force people are not working. But we have made a request that it would be nice if they let us have it on Sundays also. We have got th$_e$ aircrafts; we have got the capacity; as soon as the Air Force people accept our request, we will have this service on all days of the week.

DR. C. SILVERA: Talking about southern sector of North-Eastern India, Mizoram, promises have been made to resume Vayudoot service to Mizoram. When is the Government starting this service to Mizoram?

SHRI JAGDISH TYTLER: We have a plan to start Vayudoot service in the North-Eastern region. Not only that, we have recently got registered the Helicopter Corporation. One of the reasons is this. Apart from the O.N.G.C. service which we will be taking over, we will also be looking after the north-eastern region, where airports are not easily available today. The helicopter service would be available to you by October next year. *(interruptions)*

SHRI DEBA PRASAD RAY: Sir, could I expect to get my answer now?

MR. CHAIRMAN: No. Question ' Hour is over.

WRITTEN ANSWERS TO QUESTIONS

Running of suburban trains by the Municipal Corporations

*43. SHRI INDRADEEP SINHA; SHRI SURAJ PRASAD:

Will the Minister of TRANSPORT bo pleased to state:

(a) whether it is a fact that Railways propose to allow the Municipal Corporations to run suburban trains on lease bar sis; and

(b) if so, what are the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA); (a) No Sir.

(b) Doe$_s$ not arise.

Delinking of Degrees from Jobs

*45. SHRI H. HANUMANTHAPPA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to refer to the reply to unstarred question 744 given in the Rajya Sabha on tie 8th May, 1985 and state:

(a) whether Government have finalized new education policy;

(b) whether the proposail to delink the degrees from jobs has been included therein; and

(c) if so, what are the details in this regard?